

FLIGHT STANDARDIZATION BOARD
SIKORSKY MODEL S-92A
TRANSPORT CATEGORY

APPROVED: Angelo Spelios 08-24-04
Angelo Spelios, Chairman Date

CONCUR: Mark C. Fletcher 08-24-04
Mark C. Fletcher, Manager Date
Fort Worth Aircraft Evaluation Group

CONCUR: Matthew J. Schach 8/26/04
Manager Date
Air Transportation Division, AFS-200

CONCUR: Robert A. Whit 8/30/04
Manager Date
General Aviation & Commercial Division, AFS-800

SIKORSKY S-92A PART 1

PURPOSE AND APPLICABILITY

The primary purpose of this report is to specify FAA training, checking and currency requirements applicable to crews operating the Sikorsky Model S-92A helicopter.

Provisions of this report are effective until amended, superseded, or withdrawn by subsequent FSB determinations.

PILOT "TYPE RATING" REQUIREMENTS

The Sikorsky S-92A is certificated as a Part 29 Transport Category Rotorcraft with a gross weight of more than 12, 500 pounds. A new Pilot Type Rating Designation SK-92 has been established for this aircraft.

MASTER COMMON REQUIREMENTS (MCR'S)

N/A

MASTER DIFFERENCES REQUIREMENTS (MDR'S)

N/A

ACCEPTABLE "OPERATOR DIFFERENCE REQUIREMENTS" TABLE:

N/A

FSB SPECIFICATIONS FOR TRAINING

The applicant must meet the training requirements of FAR 61.157 (b) for addition of the SK-92 type rating to an Airline Transport Pilot Certificate or the training required by FAR 61.63 (d) for addition of the SK-92 type rating to any other grade of certificate.

For 14 CFR Part 135 air carrier operations, Pilot Initial, Transition, and Upgrade Ground Training is accomplished with 14 CFR Part 135.343 and 135.345. Pilot Initial, Transition, and Upgrade Flight Training are accomplished in accordance with 14 CFR Part 135.347.

Recurrent Flight Training is accomplished in accordance with 14 CFR Part 135.351.

The SK-92 is a new and modern helicopter that is equipped with advanced technologies, i.e., Primary Flight Display (PFD), Multi-Function Display (MFD), Enhanced Ground Proximity Warning System (EGPWS), Flight Management System (FMS), and Radio Tuning Unit (RTU). Pilots must be trained in the normal and abnormal operations, including composite modes and failures of these components. Additional training may be required for pilots who have not operated any of these systems previously.

FSB SPECIFICATIONS FOR CHECKING

Testing, Checking and Evaluations specified by 14 CFR Parts 61.57, 61.58, 61.63, 61.157, 135.293, 135.297, FAA Practical Test Standards (PTS) apply and are supplemented by guidance in FAA Orders 8400.10, 8700.1, and/or 8710.3.

The following areas of emphasis must be demonstrated during checking:

1. Proficiency in operation of the Reversion Control Panel.
2. Proficiency in operation of the PFD to include selecting Full Rose Horizontal Situation Indicator (HSI), HSI Arc, Composite and Category A.
3. Proficiency in operation of the MFD to include selecting PFD, Nav Display, Utility page and the Health page.
4. Proficiency in operation of the RTU to include the setting of radio frequencies/channels and modes, cross side and reversionary tuning.

FSB SPECIFICATIONS FOR CURRENCY

There are no variants to the basic model SK-92. Therefore, all checks required by Part 135 and/or Part 61 must be accomplished in make and model.

AIRCRAFT REGULATORY COMPLIANCE CHECKLIST

N/A

FSB SPECIFICATIONS FOR DEVICES AND SIMULATORS

Advisory Circular 120-63 outlines specifications for Helicopter Simulators. Criteria for flight training devices have not been developed.

APPLICATION OF FSB REPORT

All operators.

ALTERNATE MEANS OF COMPLIANCE

N/A

MISCELLANEOUS

N/A

SIKORSKY S-92A PART II

1.0 BACKGROUND

The Sikorsky S-92A Flight Standardization Board (FSB) convened in West Palm Beach, Florida, on April 13, 2004, to evaluate FlightSafety International's proposed training, checking, and currency requirements for pilots qualifying in the S-92A aircraft. FlightSafety International was selected by Sikorsky Aircraft Corporation to provide initial and recurrent training to S-92A pilots.

2.0 FSB COMPOSITION

Angelo Spelios	Chairman	FTW-AEG
Edward L. Hinch	Member	FTW-AEG
Richard C. Engler	Member	FLL FSDO
Wilbur D. Keith	Member	BTR FSDO
James W. Ryan	Member	ABE FSDO

3.0 APPLICANT'S PROPOSAL AND FAA ISSUE PAPERS

FlightSafety submitted a training program for type ratings in the S-92A that consists of sixty-seven (67) hours of ground training and forty (40) hours of flight training in a Level D Flight Simulator. This flight training consists of twenty (20) hours of pilot flying and twenty (20) hours of pilot not flying. Twenty-four (24) hours of VFR training and sixteen (16) hours of IFR training.

Since the S-92A flight simulator has not been certified, the following training program was presented to the FSB members: Academics Listings - forty (40) hours; General Operational Subjects - five (5) hours; System Integration - twenty-two and a half (22.5) hours; and Flight Phase Listing - seventeen and a half (17.5) hours. System Integration consisted of periods in the S-92A simulator, which was considered a training aid, briefing and debriefing periods. The Flight Phase Listing consisted of ten (10) hours of flight time in the S-92A helicopter, briefing and debriefing time. All members completed the flight portion in less flight time that was allotted.

There are no Aircraft Evaluation Group issue papers.

4.0 TYPE RATING AND CREW QUALIFICATION TESTS, AND FSB DETERMINATIONS

Since the S-92A is a large aircraft (maximum certificated takeoff weight more than 12,500 pounds), a separate type rating has been established. The Pilot Type Rating Designation is SK-92.

6.0 SUMMARY AND CONCLUSIONS

Each board member completed the ground school and flight portion of the training program. All maneuvers in the aircraft were evaluated to the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards. Everyone successfully completed the Type Rating check ride in accordance with the Practical Test Standards.